

Fig.1.

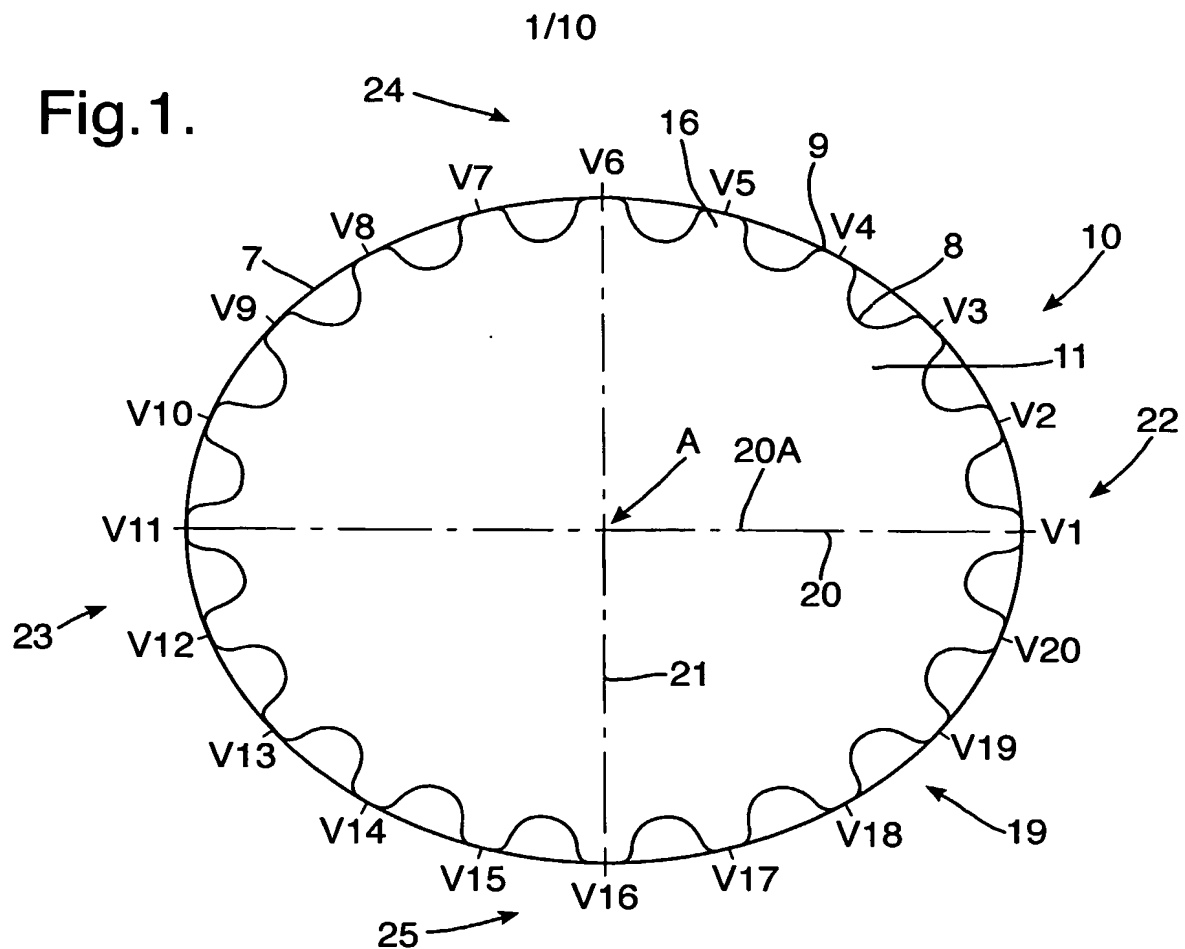


Fig.2.

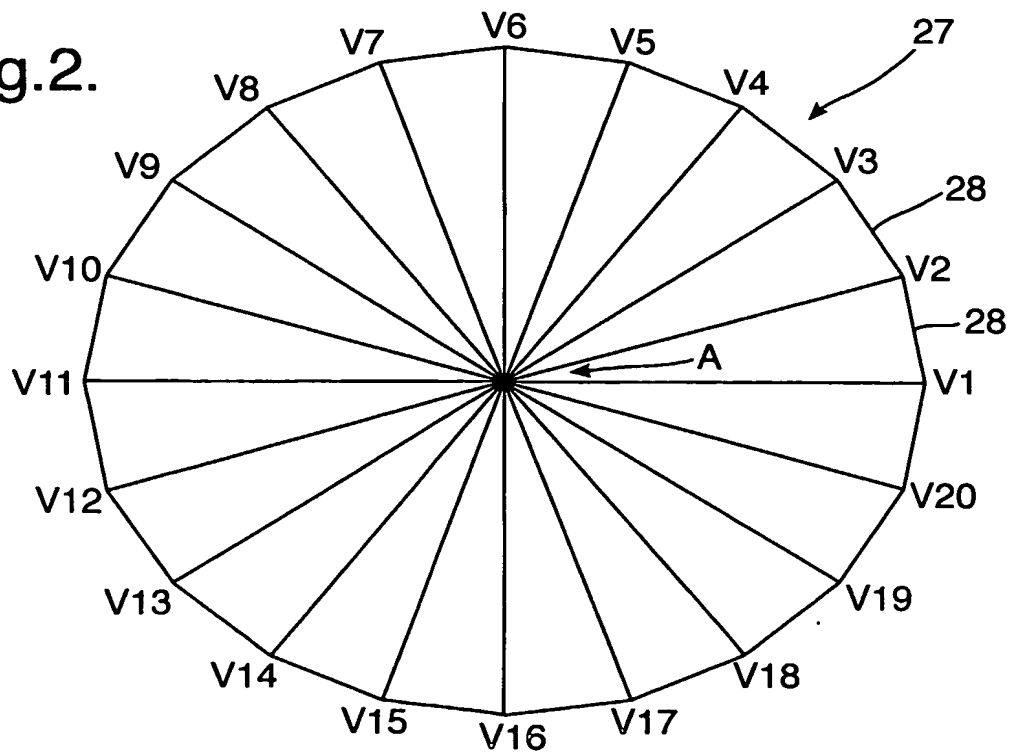
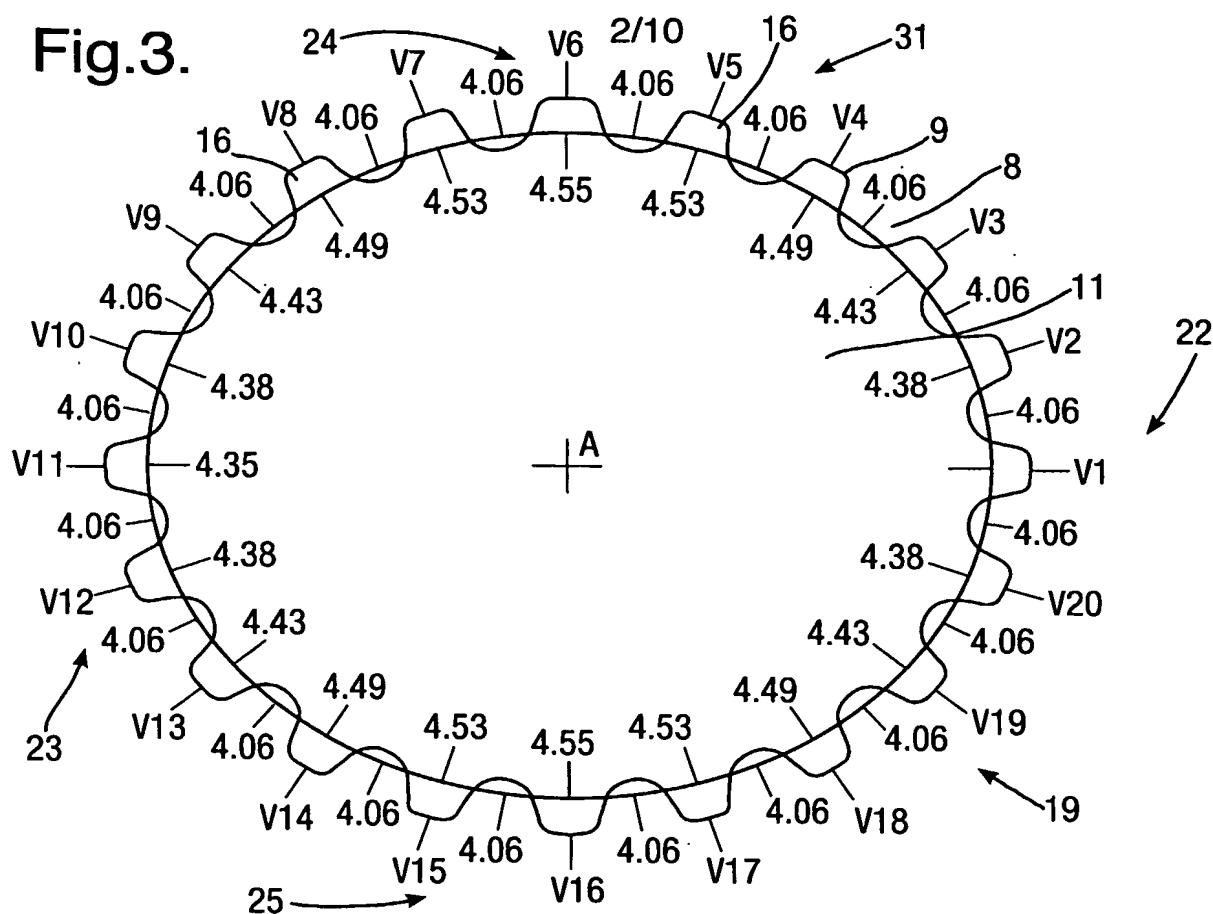
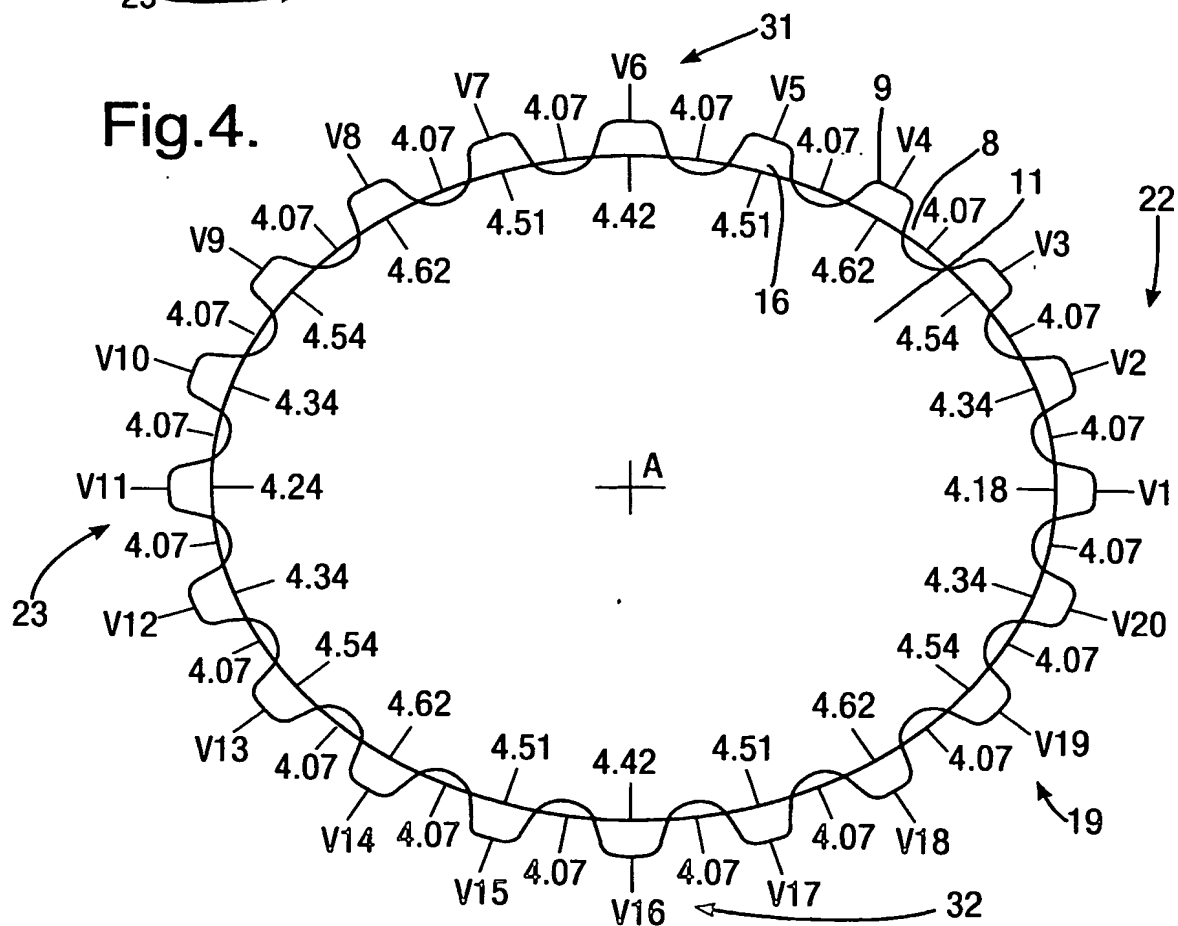


Fig.3.**Fig.4.**

3/10

Fig.5.

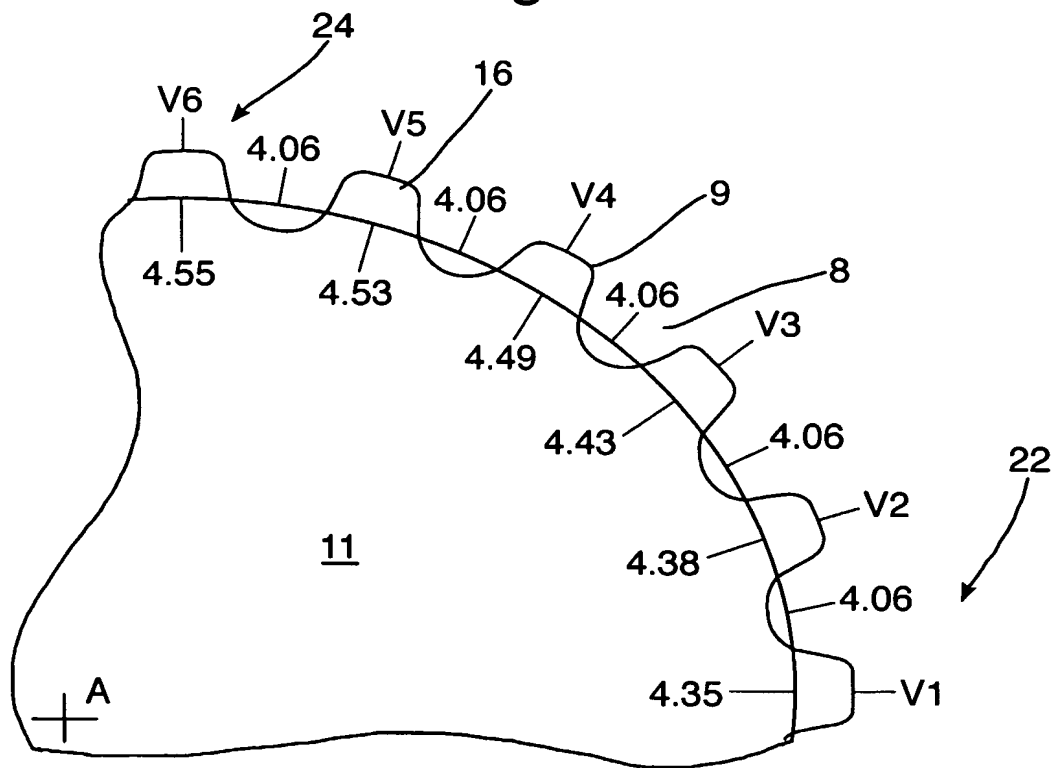
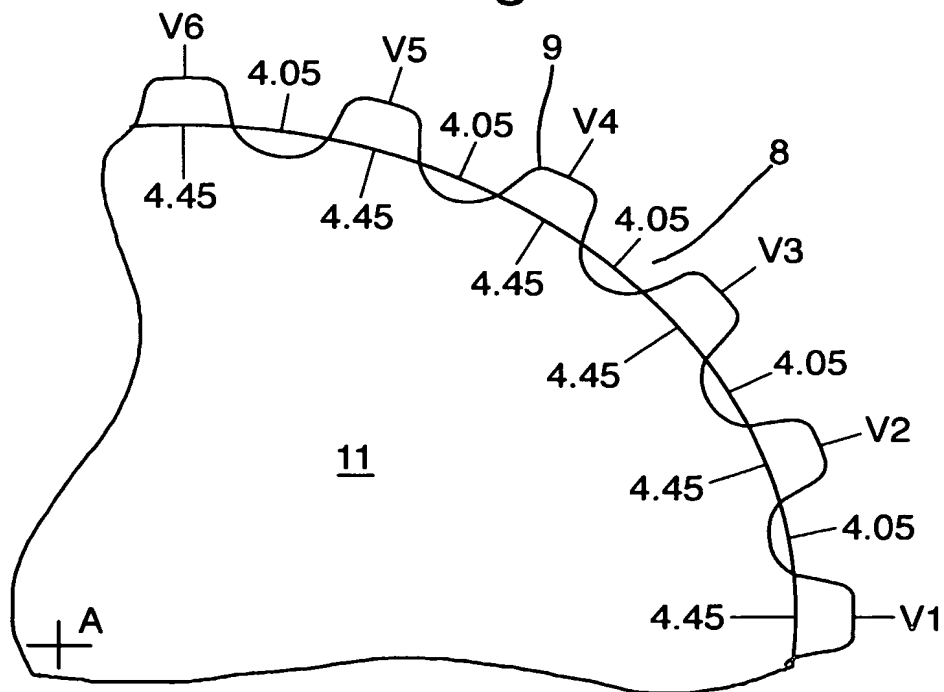
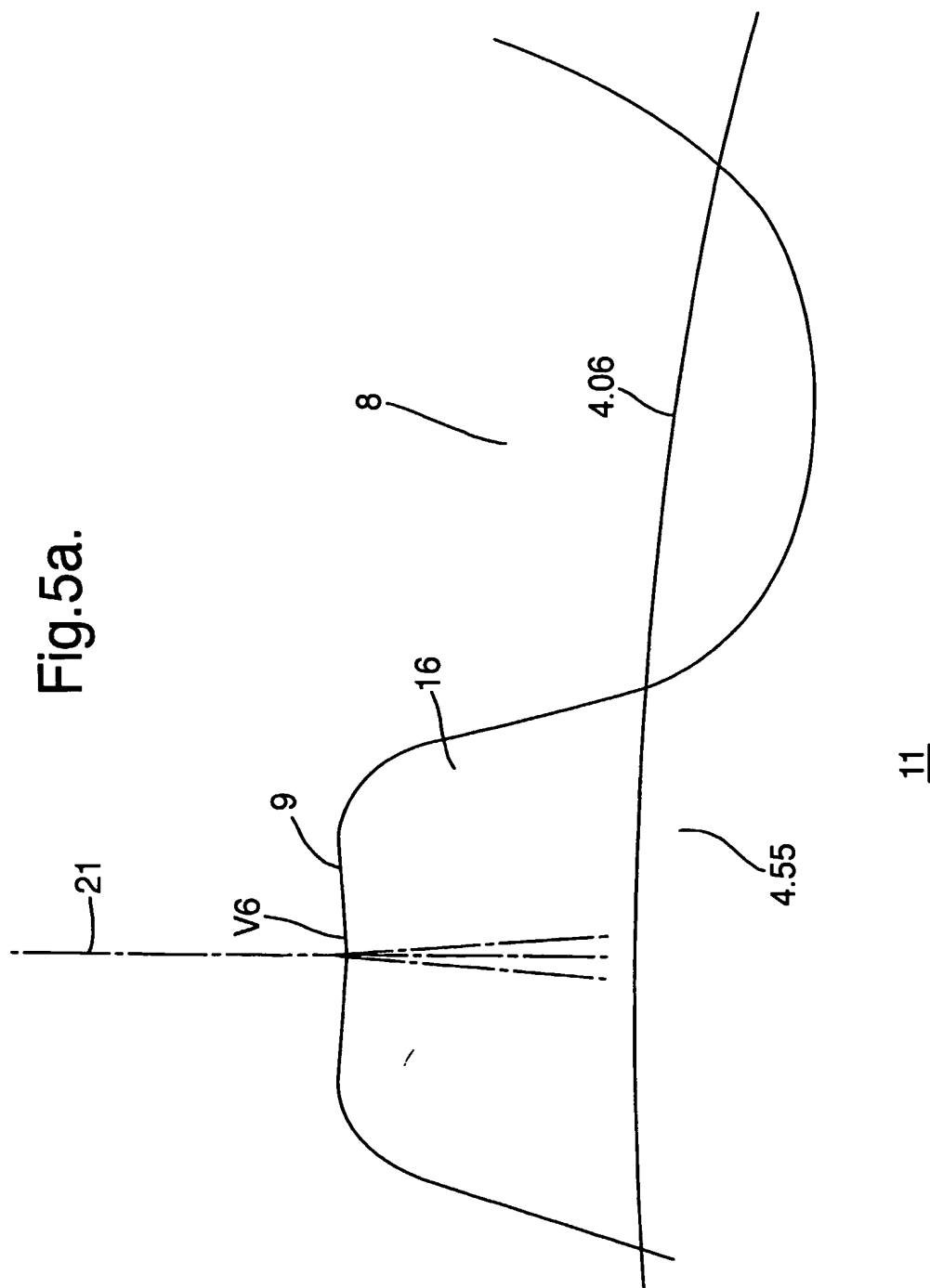


Fig.6.



4/10



5/10

Fig.5b.

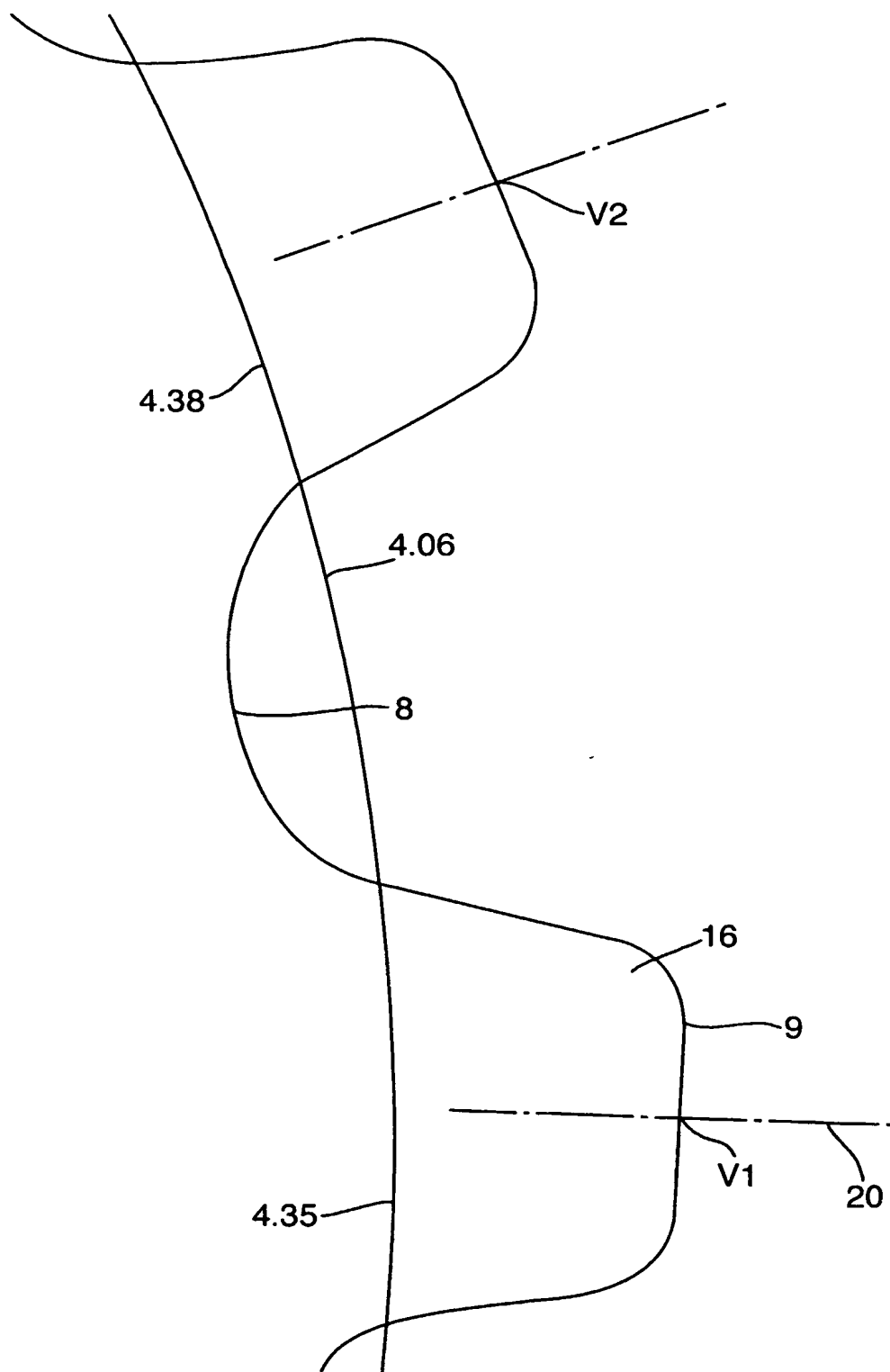
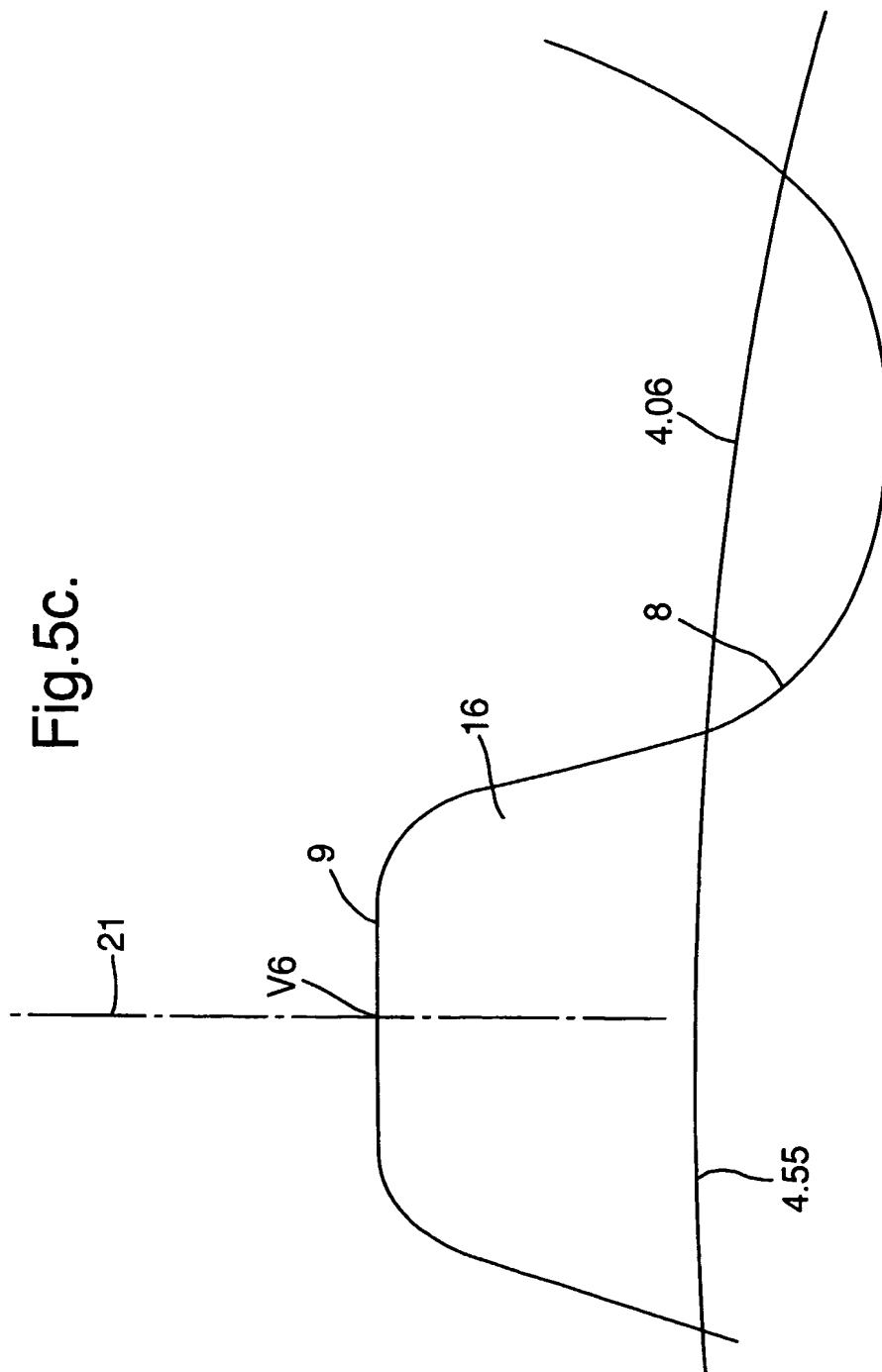
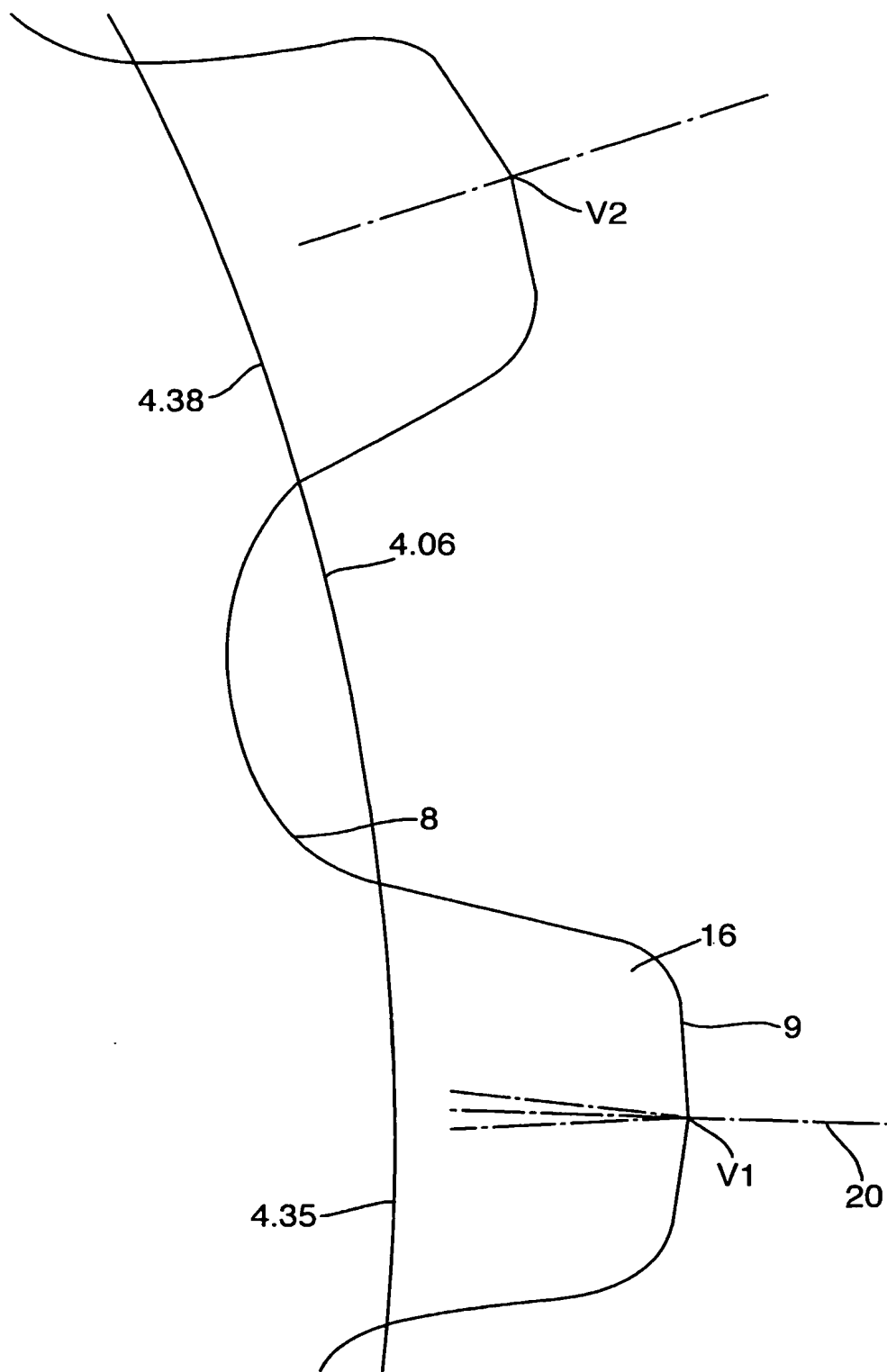


Fig.5c.



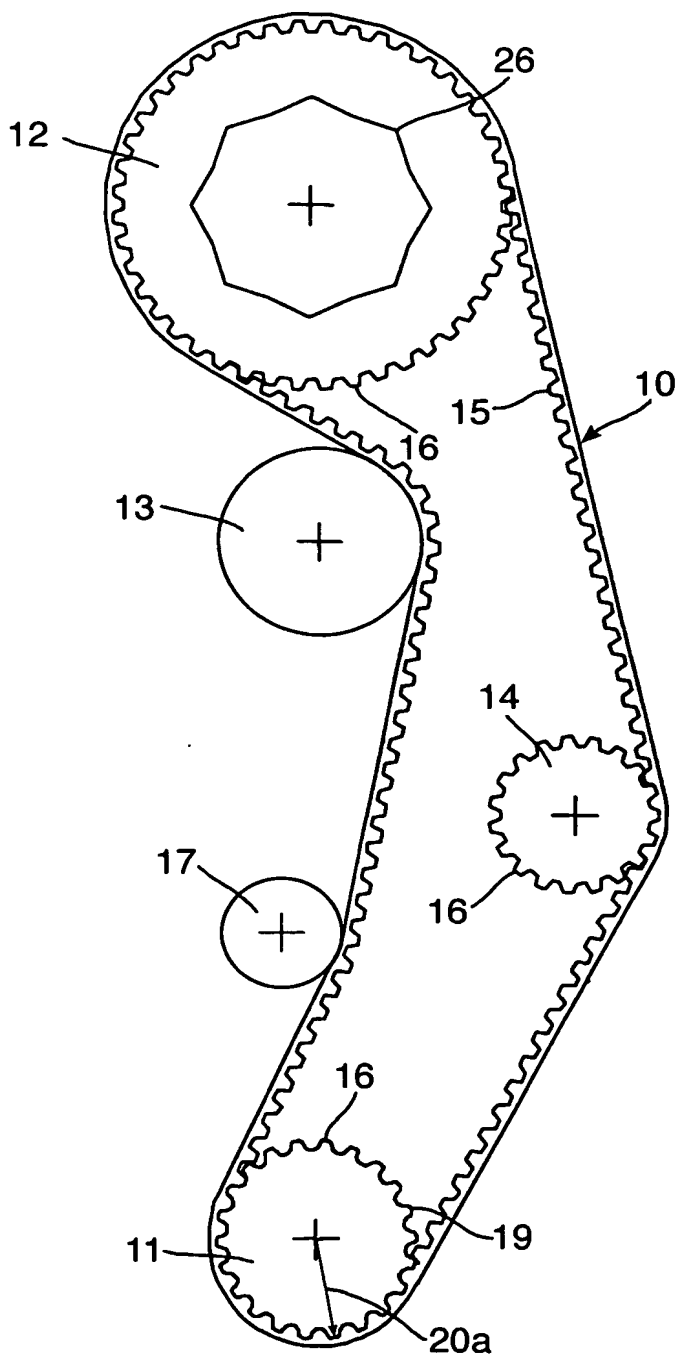
7/10

Fig.5d.



8/10

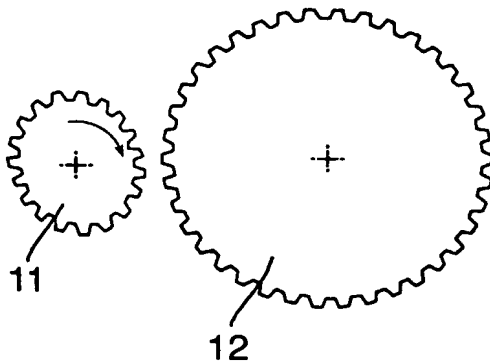
Fig.7.



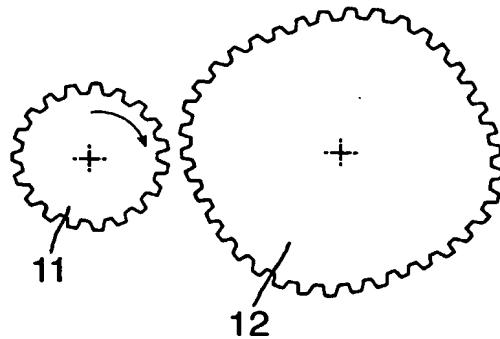
9/10

Fig.8a.

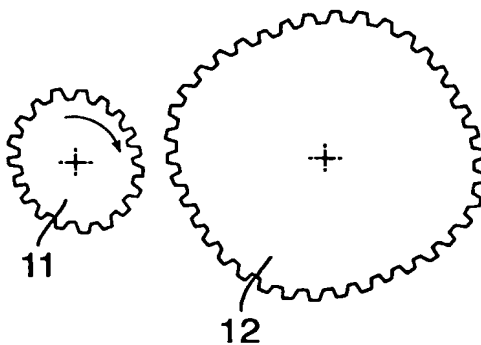
4-cylinder inline
crankshaft: oval
camshaft: round

**Fig.8b.**

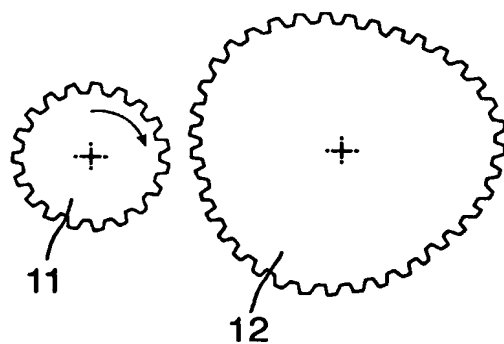
4-cylinder inline
crankshaft: round
camshaft: square

**Fig.8c.**

4-cylinder inline
crankshaft: oval
camshaft: square

**Fig.8d.**

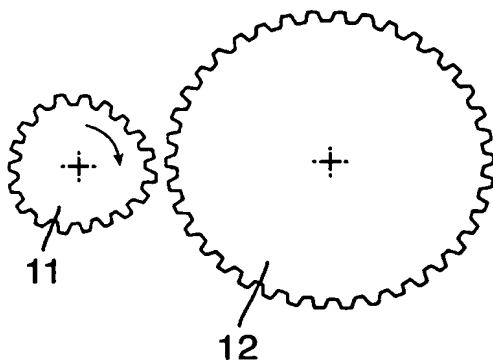
3-cylinder inline
crankshaft: round
camshaft: triangular



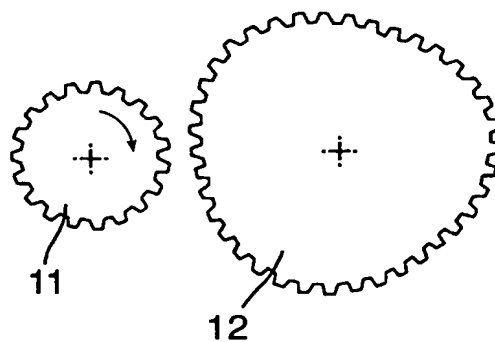
10/10

Fig.9a.

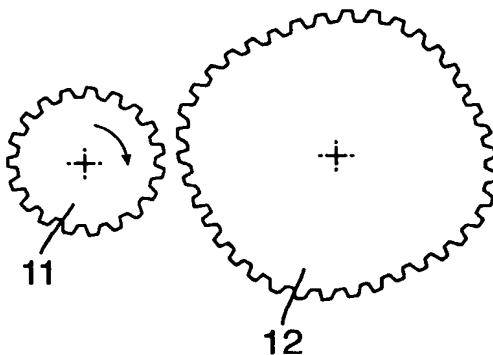
6-cylinder inline
crankshaft: triangular
camshaft: round

**Fig.9b.**

6-cylinder V6
crankshaft: round
camshaft: triangular

**Fig.9c.**

8-cylinder V8
crankshaft: round
camshaft: square

**Fig.9d.**

2-cylinder
crankshaft: round
camshaft: oval

